

VOL. VII. NUMBER 313

Forecast—Fine and Cold.

EDMONTON, ALBERTA, WEDNESDAY, FEBRUARY 23, 1910.

PRICE FIVE CENTS

## ASQUITH'S GREAT STATESMANSHIP

Prime Minister Looms Up Large as Leader in Defying Nationalists—Sensitive Spring Today

### NO HOME RULE BILL AT THIS SESSION

London, Feb. 22.—The Liberal ministry today began drawing up a bill to limit the vote power of the Lords, taking from the Upper House all say in financial matters and reducing its right to veto bills more than a mockery. By this time the government will stand or fall, in words of Winston Churchill, spokesman of his party on the veto bill, who has been chosen to draw it up and to lead the fight for its passage.

For the eighth day in the last few days one figure today looms dominant, that of Premier Asquith. By his name and his influence he has cowed all strands of Irish and Labor-secessions from the government block; he has wrested victory from church and state, and has won the support of a strong leader, whereas, when parliament convened on Monday, the government appeared imminent.

Today the Liberal government is optimistic, and its members are inclined to admit that their opponents are in a fair way to straightforward victory. The cabinet members were again in conference to-day. The dissolution of the Conservative party had been delayed by the necessary obstructions in the government and the breaking down of the negotiations. The first step cleared the way for the beginning of real work.

The spokesman of Winston Churchill, as spokesman for the government, marks another triumph for the radical element within the party. Radical David Lloyd George, it was said, led the fight for the budget and Churchill is regarded as even more radical than Lloyd George.

London, Feb. 22.—The parliamentary situation is somewhat like that half a century ago. The Conservative and Labor parties are aware that they have little to gain by overthrowing the government, which would lead to dissolution, and a possible if not probable victory for the Conservatives at another general election. Hence an extraordinary political disarray played a more conciliatory spirit.

The ministers met today to discuss the veto bill, and the result of their deliberations was a speech by Winston Spencer Churchill president of the board of trade, and chairman of the House of Commons announcing the determination of the government to stand firm in its opposition to the bill.

Speaking of the committee news, Mr. Churchill said that the cabinet would take its stand, and that the government would be compelled to bring the matter before the House of Commons.

He said that the cabinet would not accept the veto bill, and he hoped that the House would recommend the House of Commons power of refusing the necessary supply.

Independent Nationalists. While the Conservative and Labor parties declared that the only effectual thing the House could do was to terminate the veto, Winston was wistful, and suggested throwing the offending officials in the river. Mildred however, pointed out, and it was decided that the bill should be introduced in the city's solicitor's hands, and find out what the immigration officers have in their own soil and plow them with their trowels. Townsmen await developments with interest.

### NEW CANAL ON PLANET MARS.

Prof. Lowell Reports Discovery of 1,000-Mile Ditch Dug Last Year.

Chicago, Feb. 22.—A new canal on Mars, a thousand miles long, was discovered by Prof. Percival Lowell, of the Flagstaff Observatory, in Arizona. This is evidence that the planet is inhabited. The announcement of the discovery was made yesterday by Prof. J. W. Burnham, of the Yerkes Observatory.

Not only did Prof. Lowell see the new canal, but he predicted that the previous year's observations of this region, made as late as last May, failed to show any trace of the new canal. He also predicted that between May and September, when it was first observed, Prof. Lowell read as a personal letter to him, said Prof. Edward Pratt would be "Let down easy," but that both Prof. Pratt are working against a general strike plan.

It is the third crisis of

the strike has been averted.

Street car officials decided

that there will be

no general strike, and therefore that living beings exist on the planet.

Prof. Lowell's discovery is of the utmost importance," said Prof. Burnham. "It is bound to cause a stir in the scientific world."

Prof. Lowell's theory that the markings on the planet are caused by intelligent beings is the work of living beings is the only one that fits all the known facts."

**MORE ACCUSATIONS AGAINST SIR WILFRID**

Conservatives at a Meeting Held in Toronto, Harshly Criticize His Naval Policy—Charge Him With Aiming at Canada's Independence.

Toronto, Feb. 21.—The proposed establishment of a Canadian navy was freely criticized by several speakers at a joint meeting of the Central and South Toronto Conservative associations held in this evening. The meeting was opened by Arthur Van Koughnet speaking. Among the speakers were Mr. E. Borden, Mr. J. C. Ross, Mr. G. W. Jones, Mr. H. E. Hook, E. W. Jowens and Henry Sheard.

Mr. Bristol, in criticizing the proposal, argued that a separate navy for Canada was an indication that Sir Wilfrid had no faith in the future, and he quoted from some speeches of Sir Wilfrid in support of his view. He said it would take fifty years to produce a proper navy, whereas there were over ten years in which a naval war would take place between Canada and the United States, where Canada navy would be useless. He strongly urged that Canada must take the shape of a Drednaughts.

Mr. Macdonald, in supporting the case for the Drednaughts, said that Canada could not do better than follow the example set by New Zealand.

Mr. E. W. Hook, in supporting the case for the Drednaughts, said that her main argument to keep her with her mercantile expansion, was not borne out by the facts. The naval expansion had not been displayed a more conciliatory spirit.

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Speaking of the committee news, Mr. Churchill said that the cabinet would take its stand, and that the government would be compelled to bring the matter before the House of Commons.

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**IMPERNIT U. S. OFFICIALS**

Windsor Aldermen Would Dump Customs in River.

Windsor, Feb. 22.—Complaints have been registered over the insolence of the U. S. immigration officers stationed at the Windsor Ferry dock. They are always to wait upon their posts on the Canadian side, and keep on the opposite bank of the river, across the river. They may ask questions, but not allow to take away the documents of those whose inquiries reach the American side. It is alleged that they have fallen into the British empire.

The masters came in to consult last night with the Aldermen, who were wistful, and suggested throwing the offending officials in the river.

Mildred however, pointed out, and it was decided that the bill should be introduced in the city's solicitor's hands, and find out what the immigration officers have in their own soil and plow them with their trowels. Townsmen await developments with interest.

**WAY PAVED FOR TREATY.**

German Government Organizes Define Tariff Treaty With Canada.

Berlin, Feb. 22.—The text of the Canadian commercial arrangements, as published in the Canadian press, gave notice of withdrawal from its terms, and this can be exercised by either country, however, provided that the agreement, when, within a reasonable period of giving such notice, it is not renewed.

It is semi-officially observed by an organ in close touch with the government in Berlin that the Canadian Tariff Commission, early this morning took a poll of the 300 unions comprising the Canadian Tariff Commission, and found that 100 of them were in favor of the definite settlement by treaty, which will later ensue.

It is to be expected that the removal of the surtax and the application of the conventional rates to a larger number of articles, to determine the basis for the development of that active exchange of goods and products considered desirable for both parties to the agreements.

### MOB PUTS STATE MILITIA TO FLIGHT

Philadelphia Strike Riots Alarm Many Serious Conflicts.

### PRES. GOMPERT FORBIDS GENERAL STRIKE

Philadelphia Strike Riots Alarm Many Serious Conflicts.

### END OF DEBATE IS YET AFAR OFF

Thirty More Members Still to be Heard on Naval Issue—Tuesday in the Commons.

### A Leader Protests.

But G. O. Pratt, the leader of the carpenter's strike, vetoed the proposition.

He pointed out that if the

union would have to rely on their union

for funds to keep alive and the

unions were out of work too.

They agreed with this logic and then

called various unions off, at least temporarily.

"We won't be called off," declared

someone above the conference table.

"We strike anyhow,

now that we're out of work."

But G. O. Pratt, the leader of the

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away their property or being unconditionally bound by the agreements. The bill, Mr. Marshall said, goes further and declares that if the parties agreed on an agreement of sale that places a mortgage upon the property of the deceased.

The Minister of Agriculture, in addressing the House, said the negotiations were agreed on the principle of the bill. A number of companies had already signed contracts and claimed a right to their contracts. The bill was intended to prevent the enforcement of such agreements of sale. The Legislature of the province of Saskatchewan, at least recently, had passed a similar bill which was strongly endorsed by Hon. F. G. W. Hauke, leader of the Opposition in the Saskatchewan Legislature. It was not allowed to mortgage his homestead, but provided that he could sell it and bind a coven against his land and consequently he found that he could not dispose of his property of the way.

Mr. Boyle expressed himself in favour of the bill, which he said had been in operation in Manitoba for a number of years. He thought, however, that it should be limited to the time of death.

Mr. Cross said if the suggestions of the member for Sturgon (Mr. Boyle) were accepted the situation would not be relieved to any great extent.

On the suggestion of the Premier, the bill was referred to the legal committee.

#### To Protect Widows.

Hon. Mr. Marshall, in moving the second reading of the bill, declared the rights of married women in the estate of their deceased husbands, stated that the bill might also apply to bonds let by a legal member of the House, and he asked the assistance of the Attorney General in this regard. The bill was especially applicable in this fast growing country and proved that a widow had not lost her hold in building up a business he should not have the opportunity of depriving her of.

The object of the bill, he thought, would be exceptional for few husbands would be so unmerciful as to make the provision had to be made for the exception. Clause 2 provided that a widow should receive the estate of her deceased husband's estate as she would if he died intestate.

Mr. Marshall explained that the object of the bill was to prevent widow from being unjustly deprived of the inheritance of their late husband's property.

#### Provision of Bill.

The Supreme Court of the court of judicature for the enforcement of the Act. Any widow left without an equitable share of the estate by her deceased husband by will may apply for relief to the Supreme Court, which is taking all the steps possible to see that she is awarded of a reasonable amount equal to her share if her husband had died intestate.

The condition of the court in this regard can be enforced by any means as any other order of the court.

Who were the passengers upon a steamer which took such offices of government, it was asked. Mr. Clark, president of the company negotiating the sale of the bonds, said he did not know.

—What is the name of the deceased whose estate he would if he died intestate? Ans.—Deputy Attorney General and Deputy Provincial Treasurer.

—Was there a special train chartered to convey such officers to New York? Ans.—No, a special was chartered to New York by the Canadian Pacific Railway by the president of the company. Clause 21.—If so, what did said special train cost? Ans.—\$2,000.

—Who was the passenger upon a steamer which took such offices of government, it was asked. Mr. Clark, president of the Alberta & Great Waterways Railway company, said he did not know.

—What is the name of the deceased whose estate he would if he died intestate? Ans.—Deputy Attorney General and Deputy Provincial Treasurer.

—Was there a special train chartered to convey such officers to New York? Ans.—No, a special was chartered to New York by the Canadian Pacific Railway by the president of the company.

—What was the total amount received by the Canadian Pacific Railway less expenses? \$2,000.

—Who was the same paid to? Ans.—The Canadian Pacific.

—At what price were the bonds of the Canadian Pacific Railway company by the government? Ans.—97 per cent in London, £43,500,000, taking rate of 4½ per cent.

—Who was the purchaser? Ans.—The Canadian Pacific Railway Company.

—How much has been paid out to the company? Ans.—\$40,500,000.

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—How much of the said right-of-way has already been paid, and where is it located? Ans.—The contract been let by the company.

—Has the contract been let by the company?

#### STRATHCONA NEWS

CITY COUNCIL MAKES GRANT OF \$2,000 TO BOARD OF TRADE

Strong Delegation Waits Upon the Mayor for \$1,000 Per Year Will be Paid to the Mayor for the Year 1910.

At the regular weekly meeting of the Strathcona city council last night a strong delegation was in attendance from the board of trade to present a request for \$2,000 toward the work of the organization for 1910. The members of the delegation were Messrs. E. T. Barnes, G. W. Marriott, and J. W. McWhirter, who had a formal reception from the council and their request was granted.

Mrs. Douglas, of the board, was asking for \$2,000 which was only \$500 more than last year. The board were asked to give an account of how they came to this request and were of the opinion that this was the smallest amount which the board could afford to pay.

Mr. Richard, the mayor, said the necessary funds were available and granted the funds asked for in order to carry on the work of the board.

G. W. Marriott endorsed the request of the board.

The first estimates proposed that \$4,000 be asked for, but this sum was eventually reduced to \$3,000. Of this about four-fifths was for advertising including exhibits at fairs and in periodicals.

The secretary of the board, E. T. Barnes, submitted the details of the organization under the name of "Alberta and British Columbia Railway Company". The name was chosen in view of the fact that the company was formed by a union of the two railroads.

—What is the name of the company? Ans.—Alberta and British Columbia Railway Company.

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—What was the total amount received by the Canadian Pacific Railway less expenses? \$2,000.

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## COULD NOT HANDLE EXHIBITION CROWDS

**Superintendent Taylor Reports Adversely to Street Railway Extension to East End Park in 1910—Favours National Bank's Report—A. J. Barnes Appointed City Engineer—Scavenging of City Placed Under Control of Health Department.**

The city council chamber was crowded with citizens interested in the proposed extension of the street railway to the East End Park and the building of a grandstand at the regular meeting of the council. The request for the extension was passed in a vote of 10 to 9, but it was lengthy and carefully prepared report on extension for 1910. Superintendent Taylor said that the bridge had not been constructed this year, and when constructed that it follow the Norwood Boulevard route, which would be the proposed Jasper avenue and Kinnard street route. The Superintendent's report, after a tentative consideration of the subject, the council decided to postpone the matter until Monday evening, February 26th, that it might be thoroughly threshed out.

Sixty thousand dollars worth of steam cars were used this year for the carrying of the exhibition crowds. In that time, 1,000,000 people were entertained in one afternoon by some 12,000 people, and the growth of the fair was so rapid that it was upping this up to at least 15,000 or 16,000 millions. The street railway, with its present facilities, could possibly handle such a crowd or even a large percentage of it. Every car passenger by the city placed on the exhibition for two years could not move so many people. Costs Compared.

The Superintendent estimated the cost of the Norwood Boulevard route at \$35,000 and the cost of the river route at \$25,000.

The report was subjected to some severe criticism by Alderman Lundy, Alderman Hyndman, Mr. Barnes, and Garipy before being laid on the table to be further discussed at the special meeting.

On the recommendation of the commissioners the council decided to pursue the scavenging of the city for 1910 in the same manner as the year under, a capable foreman, Mr. Barnes, having the work done on the contract system for four months. The cost of the work for the balance of the year was estimated at \$15,000, a reduction from the year before of \$1,000.

A. J. Latorni, acting city engineer for two years past, was appointed city engineer again, and Alderman Lundy, Mayor Lee, and Alderman Garipy stated that as one result of their efforts the scavenging of the city had been discontinued because of the conclusion that Edmonton had in Mr. Latorni as good an engineer as the city had ever had, and that his services ought to be retained.

The anticipated report of the Mayor and Alderman Lundy, who had returned to the city, did not materialize.

Alderman Garipy explained that it had been decided to retain Mr. Latorni, as he was being withheld because at the last moment the man whom they had decided to hire for compensation had asked a higher price than that the commissioners now received.

To Secure Interim Report.

On motion of Alderman Garipy, seconded by Alderman Hyndman, the council decided to ask Mr. Barnes, the investigating engineer, who is now in the city, to present an interim report.

Alderman Lundy and Mr. Barnes, members of the investigating committee, objected to the presentation of such a report on the ground that it would not be of much value to the purpose of the investigation.

Major Lee stated that as a result of his investigation in other cities, he now favored the construction of the Jasper avenue subway through former advocating a subway with a width of 20 feet less than the width of the street railway, and Alderman Lundy, seconded by Alderman Hyndman, it was decided to change the width of the projected subway to 100 feet.

The commissioners decided to take the matter of carrying men on the street cars with the post office authorities, with a view to speed up delivery of mail. For the matter to the representative of the Edmonton constituency at Ottawa, Major Lee, and Alderman Lundy, local tailors, for police uniforms, was accepted, though not as low as the tender in the estimate.

The tender of the James Roberton Company for lead pipe, amounting to \$7,331.81, was accepted, being the lowest bid received.

To Remove Norwood Nuisance.

A communication from W. D. Butchart, manager of the Edmonton Public School Board, requesting that action be taken by the council with a view to removing the nuisance of the P. Burns' slaughterhouse in the vicinity of the Norwood Street and Jasper avenue, was read into the school in a letter to the School Board.

Commissioner Butchart stated that he was preparing to take up the matter with Mr. Burns, who is expected to be in town next week.

Alderman Garipy stated that he would support a motion to take immediate steps to remove the nuisance, if the Burns Company was not ready to do so. Had the City Attorney come into the legal aspect of the matter?

City Solicitor Mr. Barnes, replied, that there was no question but that it could be stopped if it were really a nuisance.

The communication was laid on the table to be dealt with at the next regular meeting.

Price of High School Site.

The Edmonton Public School Board wrote in reply to the request of the council that a price be quoted to determine the value of the site.

High School grounds, referring the council to a communication dated January 21st, in which it was stated that a price could not be quoted at the present time, as the grounds were required for school purposes for at

least a year and a half longer, but that when the grounds were put up for sale, the price would be determined over other purchases. Alderman Lundy thought the council ought not to be satisfied with the indefinite answer, and moved that the commissioners be asked to communicate again with the board, asking for a date when it would no longer be required for school grounds. Commissioner Barnes said that the commissioners would not comply with such a request, as it would be against the advice of Alderman Armstrong and carried.

H. P. Barnes reported that the reconstruction of the buildings of the Builders' Exchange, with regard to desired alterations, had been completed, but it would not be ready for three weeks at least. In view of the very little building in the city, he recommended that the government to believe that the school trustees would not comply with such a request, as it would be against the advice of Alderman Armstrong and carried.

The City Clerk formally declared bylaws 248 to be carried and bylaw 249 to be suspended, as the street car line had been decided on the site for the new market building.

The bill was presented from the farmers who worked their produce in Edmonton, asking for the combination of two municipalities in the new First Street area. The petition was signed.

Alderman Hyndman thought the farmers had nothing much to say in regard to the bill, and that the money was being put up for the building.

Alderman Garipy, seconded by Alderman Hyndman, in the debate, said that the bill was taken up at the same time as the market building project.

The bill was referred to the extension of the street railway to the East End Park via Jasper avenue and Kinnard street, and was supported by a large number of citizens, some of whom, however, were not ratepayers.

The motion to have the bill of extension that the Exhibitions and Athletic Grounds to be opened was carried.

Mr. Barnes said that the bill was over a mile in length, and that the Kinnard street bridge had been built on it last year at a cost of \$40,000.

Before dealing with the petition, the committee took up the bill of the superintendents of the street railway on proposed extensions of the system for 1910.

Mr. Barnes, in reply to the commissioners' letter of January 21st, advised the council in consider-

ation of the bill to bear the following points in mind:

1. The capital spent in the street railway has amounted to five hundred and fifteen thousand dollars, \$533,000, on which the consumers had to pay annually for interest and sinking fund, and the remaining amount, two hundred and two thousand dollars (\$32,200).

2. The necessary additions to rolling stock, barns and equipment that are to be made will be necessary in the near future.

3. The extensions, the departmental and the terminal.

4. The extensions now petitioned for by the ratepayers.

The cost of the extensions in the street railway amounted to five hundred and fifteen thousand dollars, \$533,000, on which the consumers had to pay annually for interest and sinking fund, and the remaining amount, two hundred and two thousand dollars (\$32,200).

With regard to the necessary additions, the department now had on order six cars of the double deck pay-

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Another with dainty beading and ribbon and lace, forming yoke.

WHITE SALE PRICE..... 1.25

Still another of all-over Embroidery, square neck, narrow shoulder straps and pretty ribbon. The utmost in style, quality and value.

WHITE SALE PRICE..... 1.90

## DRAWERS

You will find a large and complete assortment in this department. Drawers of fine quality long cloth, with embroidered ruffle, headed with cluster of five tufts.

WHITE SALE PRICE..... 75

Nainsook Drawers with ruffle and Val. Lace and Insertion, Embroidered medallion at side.

WHITE SALE PRICE..... 1.25

Another style with imported embroidery ruffle and scalloped edge; regular \$4.75.

WHITE SALE PRICE..... 3.00

## GOWNS

Open front gowns, high square neck, Hamburg lining, edge and ribbon, Hamburg beading.

WHITE SALE PRICE..... 1.25

Slip-over gown, round neck, Hamburg Embroidery forming yoke, dainty beading and white ribbons at neck and sleeves.

WHITE SALE PRICE..... 1.25

Slip-over gown, round yoke of Hamburg edging, beading and fine Val. Lace and Insertion, three-quarter sleeves.

WHITE SALE PRICE..... 2.25

## SKIRTS

We gained an advantage over the present cotton market by some fortunate purchases. That is only one of the reasons why our prices are so attractive. Note the values in skirts—

Ladies' White Underskirt of fine quality longcloth, with flounce of Embroidery and Insertion.

WHITE SALE PRICE..... 1.25

Attractive petticoat of cyclot embroidery with 20 inch flounce. A most popular skirt.

WHITE SALE PRICE..... 1.95

Skirt of fine white longcloth with full muslin flounce daintily edged, with two rows German Val. Lace and two insertions; regular \$3.50.

WHITE SALE PRICE..... 2.25

Fine Nainsook Underskirt, neat dust ruffle, and deep muslin flounce, trimmed with Val. Lace and Insertion.

WHITE SALE PRICE..... 5.00

Another type shown is the lace flounced skirt of fine white lawn threaded with ribbon in the body of the flounce.

WHITE SALE PRICE..... 8.50

## CHILDREN'S DRESSES

Children's White Muslin Dresses, prettily trimmmed with lace, embroidery and ribbons, sizes 1 year to 8 years; regular price \$1.00 to \$5.00.

WHITE SALE PRICE 1-8 OFF

## ALL ODD CORSETS TO GO

Low prices will help accomplish our purpose and at the same time give our patrons something "to talk about."

C. B. Corsets made of fine Batiste or Coutil with medium bust and hip; regular \$3.75.

WHITE SALE PRICE \$1.50

P. D. Corsets of medium length, fine Batiste, one set garters; reg. \$2.00.

WHITE SALE PRICE \$1.00

*See Our Assortment of White Neckwear and Belts.*

**WE CARRY A FULL LINE OF "BEST'S" IN-PANT DRESSES AND SKIRTS, ALSO CHILDREN'S FRENCH DRESSES AND BUSTER SUITS.**

**THE Acme COMPANY**  
Limited  
COR. JASPER & SECOND  
*Store Hours*  
OPEN 8:30 AM CLOSE 8 P.M.  
SATURDAY, OPEN TILL 10 P.M.  
TELEPHONE: EXCHANGE 1885



## The Daintiest of New Laces and Embroideries

COMPLETE SPRING STOCKS ARE READY.

Now comes the season when women are commencing to think of New Dresses, New Undergarments, and to plan home-sewing.

Appropriate is this list of the broad stocks of dainty Swiss Embroideries that have arrived here of late. Hundreds of yards of the most exquisite Embroideries you have ever looked at are ready here tomorrow for your inspection. Charming designs and beautifully fine qualities in superb assortments.

White Val. Laces, 1 1/2 inches wide, peat pattern.

WHITE SALE PRICE 20c

Val. Laco Edging and Insertion, 2 inches wide.

WHITE SALE PRICE 30c

German Val. Laces and Insertions. Just what you want for children's wear—the lace that will stand laundering.

WHITE SALE PRICE 15c

Beautiful Corset Cover Embroidery.

Fine Swiss and Cambrie Embroideries, 4 to 6 inches wide.

WHITE SALE PRICE 25c

Material for Blouse Fronts, any pattern.

WHITE SALE PRICE \$1.00, \$1.25 and \$1.65

260 yards Embroidery Flouncing, Swiss, Muslin, Lawn and Cambrie, 18 inches wide; newest designs.

WHITE SALE PRICE 50c

All-over Embroideries with Edging to match for Blouses; regular \$3.50. WHITE SALE PRICE \$2.75

The above comprises a shipment just in from St. Gall, Switzerland.

## Handkerchiefs, Ribbons, Gloves, etc.

Hand embroidered Handkerchiefs, best Irish Linen.

WHITE SALE PRICE 35c

Plain Irish Linen Handkerchiefs with very narrow hem.

WHITE SALE PRICE 20c

White Ribbons, best quality Duches and Tafta, all widths.

WHITE SALE PRICE 5c to 65c

Perrin's Short Kid Gloves, any size in white only.

WHITE SALE PRICE \$1.65

White Nets and Esprit, very fine, 2 yards wide.

WHITE SALE PRICE \$1.25

Beautiful Drawn Work Table Covers and Sideboard Scarfs, Doilies and Small Centres.

Skein Silks and Cottons.



## Lingerie Dresses and Waists

These are some of the newest arrivals which show the late fashion ideas in heavy embroidery and lace work. We don't believe you'll find these models shown yet around town.

*You Will Certainly Not Find Any Such Dresses and Waists at These Prices.*

Dainty White Mill Princess Dresses trimmed with wide insertions of Cluny Lace at waist and on overskirt. Some high neck and others the new collarless V-shaped neck; quantity limited; size 34 to 38.

WHITE SALE PRICE..... 6.95

White Lawn Shirts with embroidery fronts and cuffs. A very serviceable Waist:

WHITE SALE PRICE..... 1.25

Outing Waists in all shades of Tan, Light and Dark Blue and Grey Stripe. A thorough business waist; all sizes; regular \$2.00.

WHITE SALE PRICE..... 1.10

Pretty White Mill Princess Dresses; waist trimmmed with Val. Lace, high neck, sleeves with insertion at elbow. Skirt with yoke effect and full skirt and ticks at bottom; sizes 34 to 38.

WHITE SALE PRICE..... 4.95

## Lawn &amp; Nainsooks

Victoria Lawns from 12 1/2c to 35c per yard.

Persian Lawns from 15c to 45c per yard.

India Lin's from 15c to 40c per yard.

White Nainsooks from 7 1/2c up.

40 pieces of New Prints;

This is a regular 12 1/2c print, full 32 inches wide.

WHITE SALE PRICE 10c

Two specials in Table Linen

72 inch Bleached Damask in six good patterns, extra fine quality; regular \$1.50.

WHITE SALE PRICE \$1.00

54 inch Unbleached Linen; a splendid weight cloth; regular 40c yard.

WHITE SALE PRICE 25c

A man may forget the price he pays, but he never forgets the quality he receives.

Men's White Shirts, open back and front..... \$1.55

Men's White Shirts, open back and front..... \$1.35

Men's White Shirts, long bosom, open front..... \$1.35

Men's White Shirts, short bosom, open back..... \$1.25

Men's White Cotton Night Shirts..... \$1.25

Men's White Dress Bows..... 2 for 25c

W. G. & R. Collars, 4-ply..... 3 for 50c

White Kid Gloves..... \$1.00 Pair

White Cotton Handkerchiefs..... 8 for 25c

White Linen Handkerchiefs..... 15c and 20c

White Silk Handkerchiefs..... 25c to \$1.25

## White Sale in Men's Furnishing Department

*A man who pays attention to his appearance will always be successful.*

Men's White Shirts, open back and front..... \$1.55

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VANCOUVER  
ISLAND

# VICTORIA

VANCOUVER  
ISLAND

## **Victoria Must Make Enormous Progress During 1910, Because During 1910 the Following Will Be Under Way:**

(1) The largest amount of municipal work in the history of Victoria, including such works as the permanent paving and modern lighting of Yates, Douglas, Fort and other streets.

(2) Alberni extension of the E. & N. Railway.

(3) Cowichan Lake extension of the E. & N. Railway.

(4) Construction of the Goldstream Pipe-line by the Esquimalt Waterworks Company; which, together with the existing City Waterworks system ensures a most abundant supply of water to Victoria and adjacent districts.

(5) Development of electric power at Jordan River, at a cost of \$1,500,000.00, by the B. C. Electric Railway; and the extension of this Company's railway lines in the city of Victoria, and throughout the adjacent farming and fruit growing districts.

(6) Increased train services on the E. & N. Railway and on the V. & S. Railway.

(7) Many fine new buildings, such as the Empress Hotel addition of 68 rooms; the magnificent Pemberton block (said to be the largest office building in British Columbia); the "Times" newspaper and office building; the Sayward Block; large additions to the Parliament Buildings; Grand Trunk Pacific Railway's extensive docks and offices and several other new wharves; new station of the Victoria & Sidney Railway; the \$100,000.00 Y. M. C. A. Building; large addition to the Dominion Hotel; enlargement of sawmills; new schools, etc.

The Building Permits for January, 1910, show an increase of 66 per cent, over January, 1909.

(8) Completion of the magnificent scenic Mill Bay wagon and automobile road.

(9) The re-establishment of Esquimalt (two miles distant from Victoria's present boundary) as a Naval Base by the Canadian authorities.

(10) Extensive harbor improvements in Victoria Harbor.

(11) The laying out and improvement of several very large residential tracts adjacent to Victoria.

(12) In addition to the present large fleet of steamers entering Victoria, there will be an increase during 1910 of from fifteen to twenty passenger steamers alone, including such new vessels as the palatial Grand Trunk Pacific Railway's steamers, the "Prince Rupert" and "Prince George" (sister ships to the well-known C. P. R. "Princesses"), and various other large new vessels of the C. P. R., the Alaska Steamship Co., the Boscowit Steamship Co., the Mackenzie Steamship Co., etc., etc.

## **Guarantee**

The above facts are guaranteed to be an exact and correct list of some of the known improvements that are to be made during the year 1910.

**V**ICTORIA, Vancouver Island, advanced greatly during 1909, and ALL PREVIOUS RECORDS WERE BROKEN, in the value of new buildings; bank clearances; amount of municipal work; sales of real estate; tourist trade, and in increase of population.

## **Some Noteworthy Opinions**

The Premier of British Columbia, in his New Year's message said: "British Columbia during the past year has enjoyed wonderful developments, and everything points to 1910 being the most prosperous year in the history of the Province. THE EXPANSION OF THE COMING TWELVE MONTHS WILL BE UNEXAMPLED, and an indication of the great future of the Pacific Coast of Canada." Victoria is the capital of British Columbia; the farthest West city in Canada; and the wealthiest per capita in America.

The Prince and Princess of Wales said of Victoria in 1901: "It was the most beautiful city they had seen in their trip around the world."

Lord Strathcona said on the first September, 1909: "It gives me great pleasure to see the progress which Victoria is making. It is one of the most desirable spots in the world. Indeed, I cannot conceive a more desirable place of residence."

Rudyard Kipling said of British Columbia's climate: "It is the most perfect in the world, and the best of it is experienced in Victoria."

We fully endorse the following extract from a New Year's Editorial in one of Victoria's newspapers: "Victoria is a magnet of itself; this climate of ours, and it does not belong to us; our harbor extends over 20 miles and is one of the most valuable of our assets. Nature made this part of Vancouver Island for a home for people. She prepared the land for us so that there may be innumerable homes and picturesque surroundings. She has spread out a series of panoramic views, such as one might search in vain elsewhere to discover. She endowed us with beautiful water stretches. She blessed us with the finest of climates. She protected us from malaria and insect pests. She gave our soil a fertility that will enable it to produce the finest of vegetables, fruits and flowers. These are real assets."

**Greater Victoria today is the same size (namely about 50,000) that Seattle was in 1897 when the Klondike Rush began; we think those who read this page must agree with us when we assert, as we do, that Victoria's prospects today are undeniably superior to what Seattle's were when Seattle's great expansion commenced in 1897.**

Victoria bank clearances for January, 1910, show an increase of 75 per cent over January, 1909.

General inquiries regarding Victoria or Vancouver Island may be addressed to the following:

**The Mayor of Victoria  
Victoria Board of Trade  
Victoria Development Association**

## **In Addition Victoria Confidently Anticipates the Following During the Year 1910:**

(1) The Canadian Northern Railway to commence construction on the Barkley Sound and Victoria Railway, etc., as well as to commence construction on the mainland of British Columbia.

(2) The construction of various large new sawmills at Alberni, Cowichan Bay, and other points, and an enormous increase in the lumber business, as on Vancouver Island is the largest accessible compact body of merchantable timber in the world.

(3) Canadian Pacific Railway to clear up for settlement large tracts of land along the line of the E. & N. Railway.

(4) The construction at an early date of Iron and Steel Works on Vancouver Island.

(5) The opening up during 1910 of several new coal mines on Vancouver Island.

(6) The establishment at Victoria or Esquimalt (two miles distant from Victoria's present boundary) of additional shipbuilding facilities on a much larger scale than at present existing.

(7) We confidently look forward to a great increase in the population of Victoria during 1910, and with increased Steamship and Hotel accommodation the Tourist Season of 1910 will undoubtedly be the heaviest on record.

(8) We estimate that the "out-of-the-ordinary" expenditure during 1910 on new developments tributary to Victoria will amount to from \$6,000,000 to \$8,000,000.

## **Climate**

The climate of Vancouver Island approximates closely that of Great Britain, modified by its geographical situation. The proximity of the snow-capped Olympian mountains has a marked effect on the summer temperature, which is never intensely hot, while the Japan current, striking the west coast, brings with it moisture and heat, which temper the severity of the winter. The remarkable advantages Victoria enjoys over all other coast points, the small amount of rainfall and moderate temperature, are strikingly illustrated in the meteorological returns for the years 1907, 1908, and 1909. The influence of the Japan current, and other factors combine to produce a result which is perhaps best shown by the fact that the isothermal lines showing highest temperature in summer and lowest temperature in the winter, intersect at Victoria, thus demonstrating that it enjoys the double advantage of both the ideal summer and ideal winter temperature. The following is a condensation of the returns in question:

Average temperature, 1907 .....	50.5 deg.
" " 1908 .....	50.0 deg.
" " 1909 .....	48.5 deg.
Rainfall, 1907 .....	22.0 ins.
" 1908 .....	26.70 ins.
" 1909 .....	29.98 ins.
Average highest temperature at Victoria during the last 20 years .....	84.2 deg.
Average lowest temperature at Victoria during last 20 years .....	17.3 deg.

## **Investors**

Enquirers regarding investments, lands or homes will receive a list of reliable firms with whom they may safely transact business, upon application to the

**VICTORIA DEVELOPMENT ASSOCIATION.**

## AROUND THE CITY

LOCAL.

There will be a band at the Theta Rink tonight.  
The Philharmonic Band of Alberta College will lead the meeting in Grace Methodist Church tonight.

The annual meeting of the A.C.A. will be held tonight in the Mechanics' Hall at 8:30 p.m. A big crowd is expected on the railway for Mr. Boyd's arrival.

Monday, February 28th, at eight o'clock.

The Giant Trunk Pacific Telegraph Company has trucked its line through to the W.C.T.U. hall, where it is now sending messages over it.

President McCreary, of the Edmonton Board of Trade, has received a telegram from the secretary of the Stet Board of Trade, which will be held on March 1.

The postponed Francis Willard memorial meeting under the auspices of the W.C.T.U. will be held on March 1.

The Fraser, a German, teacher, was found lying on the floor, beaten, thrown into the Namyo avenue below Albertas, by a runaway. Both hands and his skull were fractured.

A meeting of the congregation of Westgate United Methodist Church will be held this evening (Wednesday) at eight o'clock, for the purpose of enlarging the church building.

The Sons of Temperance are making arrangements to have a dinner and concert on Thursday evening in the First Baptist Church. All interested in temperance work are invited.

Peter Rule, of the Edmonton Granite Company, who won the \$200 in the best plan of the new exhibition grounds, is a native of Sutherland, Scotland, and is a graduate of a ranch in Edmonton for but a short time.

John James Smith, charged with attempted suicide, was acquitted in the District court this morning by His Honour Justice H. T. F. Lewis, who said the party in the person of the German baptist church, Namyo avenue, by a constable on the strength of a warrant issued January 17th. His threat was bleeding from a wound and an open canon, blood smeared, was directed at the meanest.

Smith, who was called as a witness in the case this morning, stated that he had been more severe than he intended to be.

Smith swore that he had been drinking heavily that evening and knew nothing whatever of what had happened.

**TEMPERANCE UNION FORMED.**

At the closing of the retreat at St. John's Seminary, the members of the Catholic Temperance Union was organized. Bishop Father Lewis, who came to the meeting, was present.

The meetings will be held in the vestry of the church on the third Sunday of every month.

Meetings will be held there. The officers elected were: President, C. E. Hart; Vice-President, J. J. Hall; secretary, J. J. Blane; vice-chairman, J. M. Huston; J. L. LeBlanc; and J. J. Bourne, chairman, Rev. Father Naesens.

**DISTINGUISHED OBLATE COMING.**

Edmonton will be visited in the course of a few days by Bishop Denevillle of France, head of the Oblate order.

He has come to Canada to lecture in mission work in all parts of the world.

The Bishop, who was at one time rector of the University of New Westminster, B. C., is now making an inspection of the different provinces.

He is now in Alberta and will tour all the Canadian Provinces.

The oblate order has been extensively engaged in mission work in the west as in other parts of the world.

Their primary objects is the salvation of souls.

Catholics in Alberta are attached to this order.

**LESS BILLS THAN LAST YEAR.**

In the annual session in the Legislature for private bills expires on Thursday.

Up to the present there have been four bills.

Two bills were introduced and

it is probable that there will be about a dozen bills brought up to the House.

Last year there was a total of sixty-one bills before the House.

In this session many of them will require much longer consideration

and it is probable that the majority of the bills are now ready for consideration by the members in committee.

The bill introduced upon the Alberta & Great Waterways railway, the House will get down to business and pass plenty of work for some weeks to come.

**IN THE DISTRICT COURT.**

The case of Ross Bros. vs. R. H. Rogers, a claim for \$400 for goods delivered on credit, was adjourned to April 1st.

It was dismissed by His Honour Judge Taylor in the district court this morning.

After the trial plaintiff has been put in.

Mr. Taylor, who appeared for defendant, asked for a non-suit, which was granted on the ground that Rogers' guarantee was a verbal one.

J. T. J. Collison appeared for the plaintiff.

Mr. J. J. Hardisty, Jr., of Day, which has been standing on the lists for several months, has been adjudged indefinitely.

**THE WEATHER.**

Forcast: All week cold and dry.

The record of temperatures in the various sections yesterday was:

Mos. Max. Edmonton, fair ..... -4 -30  
Calgary ..... -3 -30  
Lethbridge ..... -4 -30  
Medicine Hat, cloudy ..... -4 -18  
Regina, fair ..... -10 -36  
Winnipeg, clear ..... -12 -30

## PERSONAL.

Mrs. Howard C. Ritchie, 1107 May Avenue, will receive on Thursday.

John C. Rosenthal, ex-M.P.P. for Wetaskiwin, was a visitor at the Legislative Hall. He had a conference with a number of his old associates in the last Legislature.

**LITTLE EXCITEMENT TODAY.**

Little excitement is anticipated this afternoon in the legislature. It is to be noted that the want of confidence in the Alberta and Great Waterways railway will have to come up for discussion. The Alberta & Great Waterways railway, the railway for which Mr. Boyd and Mr. Collison are responsible, is to be sold to the Stet Board of Trade, which will be held on March 1.

**WITHDREW FRIEND'S MONEY.**

At the police station this morning a Gold Coast man, Robert McDonald, a Fraser avenue, appears on charge of robbery.

The man, who is accused of robbing another man, deposited a sum of money in the Traders bank for a sum of \$100. The amount was taken by Robt. McDonald.

A charge of improved dismissal against the Alberta and Great Waterways railway was preferred yesterday afternoon at the police station.

The following trials were given and adjourned with costs.

**1700 TEAMS ARE FREIGHTING.**

That seventeen hundred teams are being used in freighting supplies to the Grand Trunk Pacific.

At the best of the new exhibition grounds, is a native of Sutherland, Scotland, and is a graduate of a ranch in Edmonton for but a short time.

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**CAMROSE & STRATHOONA LINE.**

Chief Engineer Turnbull of the N.A.R. surveyor between Strathcona and N.W. 10th Street, Fort Saskatchewan, leaves this afternoon on return to the south.

The survey party have completed their ten day tour. Camrose survey party and terminals ends at a point on the E. Y. & F. line, near the south end of Strathcona. They naturally the line will not be run into the business section of the town until the construction of the bridge is completed.

The party will be at a convenient point. Speculation has arisen as to the location of the public, but it is an accepted fact that the line will be run into the city completed with the probable connection with the C.P.R. line, with the east, several acres of suitable property will be required for shops and tracks, with a good location for a yard.

**ERKINE CHURCH SOCIAL.**

The anniversary social of Erkine church has been decided.

The church was filled to seating capacity. After a sumptuous supper an entertainment was given with the choir dressed in white, singing "The Golden Gates." A song "The Flight of the Valkyries" was also given.

The party gave a sumptuous supper.

Mr. and Mrs. McFadzen sang with animation.

Princess Prince Charles, Misses Smalley and Mrs. McFadzen sang with animation.

Mr. and Mrs. McFadzen sang with animation.